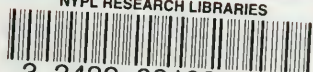
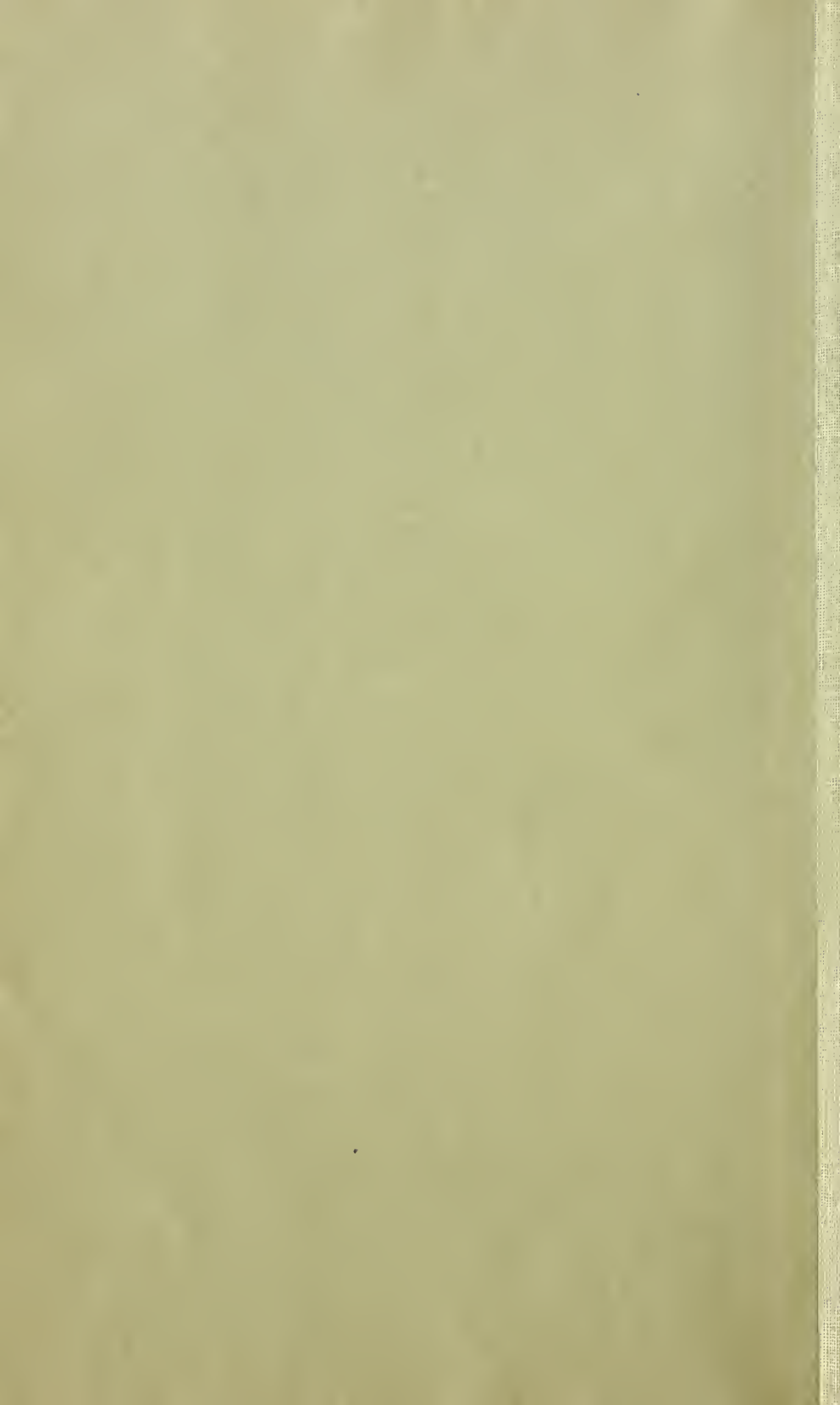


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CAPTAIN CALEB SPRAGUE

BARNSTABLE AND YARMOUTH
SEA CAPTAINS AND SHIP OWNERS

BY



FRANCIS WILLIAM SPRAGUE



LIST OF SAILINGS

FROM

NEW ENGLAND TO SAN FRANCISCO,

1849 — 1856

BY

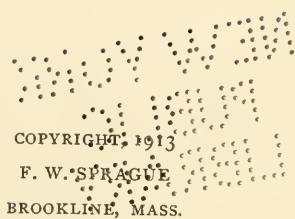
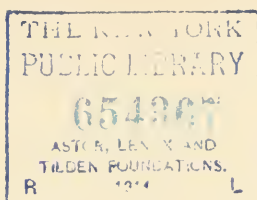
LEAVITT SPRAGUE



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1913

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DEDICATE THIS LITTLE BOOK
TO THE MEMORY OF MY FATHER,
CAPTAIN CALEB SPRAGUE,
OF BARNSTABLE, MASS.

IT IS MY PURPOSE TO TELL THE STORY OF HIS LIFE, WITH
THE ADDITION OF A FEW NOTES CONCERNING OTHER
BARNSTABLE AND YARMOUTH SEA CAPTAINS AND
SHIP OWNERS, AND WITH SOME ACCOUNT OF
THE WHALING INDUSTRY AT BARN-
STABLE IN THE EARLIEST
DAYS OF THE
TOWN

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BARNSTABLE AND YARMOUTH
SEA CAPTAINS AND SHIP OWNERS

BY

FRANCIS WILLIAM SPRAGUE





OLD GORHAM HOUSE, BARNSTABLE

Built about 1690



BARNSTABLE AND YARMOUTH SEA CAPTAINS AND SHIP OWNERS.

THE earliest record that I find of Barnstable men engaged in shipping is that of Lieutenant Colonel John² Gorham, born 1652, son of Captain John¹ Gorham and Desire Howland. He willed the "Old Gorham House," in Barnstable, to his son Shubael in 1716.

My own notes of the "Early Whaling Industry" in the *Boston Evening Transcript*, are as follows: "The renewed interest in the whaling industry brings to our attention the question as to who first introduced it into New England. In 1897, an old diary written by Colonel John⁴ Gorham, in Louisburg, Feb. 20, 1745/6, was sent to me by a Mrs. Sargent of Newburyport. It had been in the Eben Parsons family of Byfield, Mass., for a great many years. Before printing notes from it and making fac-similes of some of its pages, I submitted the* "Waste Book" to Dr. Samuel A. Green of the Massachusetts Historical Society, who pronounced it genuine and of much interest.

"About whaling first in New England, an old man from Long Island, one Lopez, a Dutchman, that had been used to whaling at Long Island, came to Barnstable and to Cape Cod or Barnstable Bay, then abounding in whales, and my grandfather (Lieutenant Colonel John² Gorham) first fixt out with old Lopez, a whaling in y^e year about 1680.

* Waste Book.

"Old Lopez was accounted a sort of a wizard, 'then after sometime y^e Cape men learnt y^e Nantucket men to be whalers.' Printed notes of this part of the diary may be found in the *New York Genealogical Record* for July, 1897. During the French and Indian Wars from 1690 to 1745, the 'Barnstable whale boats' were used to land troops along the coast."

With this diary was bound another diary written by the same author in 1737. In it he mentions the "Sloop Neptune, Solomon Davis, Commander." He also states that he, Colonel John⁴ Gorham, was master of the brigantine Greenland, Aug. 13, 1737, bound to London. He further made note in his diary* as follows :

"August 29, 1737 of things to be bought in London.

"To look out for y^e Gorham's Coat of Armes, came from Huntingtongshire.

"London, October 1737

"Herald's office 7s 6d

"Paid a man for looking out the Gorhams in the city 1s 6d."

It is an historical fact that the Gorhams furnished the vessels that transported the troops from Cape Cod to Louisburg in 1745. This statement is borne out by the following extract from a letter written by Colonel John⁴ Gorham to Sir William Pepperell.†

"'HALIFAX, July 5, 1751.

"'I was importuned by Governor Shirley and desired by your honor and many more of the Council, to raise a number of men and purchase whale boats, and proceed in the expedition, as I did upon condition of my having the liberty of going home (to England) with your honor's packet, in my own sloop as soon as the English flag should be hoisted at Louisburg. But I was disappointed in this, and received no commission in his royal regiment. My father died, and most of his regiment at Louisburg, but I thank you for giving me the commission of Colonel of my father's regiment.' " "In respect to the promise of send-

* See Mayflower Descendant, July, 1903, p. 174.

† From Parson's Life of Pepperell, p. 240.





BARNSTABLE VILLAGE, ABOUT 1850

ing him bearer of despatches announcing the conquest, it should be remembered that it was made before Warren joined the expedition. He had an equal voice with Pepperell in selecting a bearer, and would prefer a regularly commissioned officer of high rank in the navy as being more respectful to the King."

Captain George³ Gorham, son of Shubael² and grandson of Captain John¹ Gorham and Desire Howland, born in 1697 at Hyannisport (Barnstable), was also a sea captain. He removed to Connecticut. Mr. Henry S. Gorham of Brooklyn, N. Y., has quoted from Captain Gorham's very interesting diary.

John³ Gorham, Esq., son of John² and grandson of John¹ Gorham and Desire Howland, was born in Barnstable in 1688. He was a merchant and engaged in the cod and whale fisheries. He built Gorham's Wharf later known as Scudder's Wharf. During half a century he was a successful business man. He lived on the east side of Coggin's Pond, and next to the estate of Governor Hinckley.

Captain Nathaniel⁴ Gorham, son of Stephen³ was born in Barnstable in 1709. He removed to Charlestown, Mass., where he was actively engaged in shipping. His son, Hon. Nathaniel⁵ Gorham, was a member of the Continental Congress.

Captain Benjamin⁴ Gorham, born at Barnstable in 1726, was son of Colonel Shubael³ Gorham. He was born in the "Old Gorham House." The following notes of him may be found in Mass. Hist. Society Proceedings, vol. IV: p. 219, and vol. XIII: p. 173:—"March 6, 1774. Capt. Benjamin Gorham, nine weeks from London in the Brig Fortune, brought 28½ chests of Bohea tea consigned to several persons here." "March 7, 1774. This evening a number of Indians, as is said of his Majesty of Ocnookortunkoog tribe, emptied every chest into the dock and destroyed the whole 28½ chests."

Captain Sturgis⁵ Gorham, born in Barnstable* in 1743; died there 1795.

"He was a merchant engaged in the fisheries and West India trade. For many years he was the business man of Barnstable."

* Barnstable Families, by Amos Otis.

Hon. William Sturgis, born in Barnstable, Feb. 25, 1782, in the house now used as the "Sturgis Library." (This house, or rather one room of it, is much as it was when it was the parsonage of Rev. John Lothrop.) His father, of the same name, was a ship master of Barnstable, in 1796. He entered the counting house of his kinsman, Mr. Russell Sturgis. After eighteen months he entered the counting room of Messrs. James and Thomas H. Perkins, at this time engaged in trade on the Northwest Coast and China. He remained there until the death of his father, which took place abroad in 1797, after his vessel had been captured and plundered by piratical privateers in the West Indies. After his father's death, he decided to follow the sea. At the age of nineteen he became Captain of the ship *Caroline*, owned by Messrs. James and Thomas Lamb. After a voyage to China, he returned to Boston in 1803. In 1806, he commanded the ship *Atahualpa*, owned by Mr. Theodore Lyman, of Boston. In 1809, he again commanded this ship. On August 21st of that year, while at anchor in Macao Roads (about seventy miles from Canton, China), the ship was attacked by a fleet of sixteen *ladrones*, or piratical vessels. The pirates were repulsed with great slaughter, and the ship was enabled to escape and find protection under the guns of the Portuguese fort.

After leaving the sea he was of the firm of Bryant & Sturgis, of Boston.† His grand-daughter (Mrs. Thornton K. Lothrop, of Boston) called my attention to these notes.

Mr. Louis Bacon, the Boston banker, has loaned me a book written by a grand-daughter (Miss Julia Bacon) of Captain Daniel C. Bacon, giving the history of Captain Bacon and his family. From it I take the following notes :

"The cruelty of these Chinese pirates is well known ; and Captain Sturgis had a barrel of powder ready, with which, he told his crew, he would blow them all up if the pirates once got possession of the ship. In the meantime, he plied the crowded junks at short pistol range with cannon and musketry, and with deadly effect. Slowly his ship moved landward with its swarm

† Massachusetts Historical Society Proceedings, 1864.



SHIP GAME-COCK
Captain Daniel C. Bacon





SHIP PAUL JONES
Owned by Captain Daniel C. Bacon

of savage enemies. To those on shore its fate seemed sure ; and they tried to hold by force the first mate Daniel C. Bacon, who had been sent from the ship when there was no thought of danger.

"But the gallant seaman tore himself from their hands, and with his small boat's crew, rowed at full speed to rejoin his beleagured ship and share her fate. He and his men were got on board while yet the little battle raged ; and now the good ship was in range of Macao Forts, which began to throw their shot also among the eager pirates. This episode put such courage into the cowardly mandarins that, by means of bribery and treachery they secured the cut-throat Apootsae, and had him put to death by the slow and prolonged process of hacking, called 'the thousand cuts.' From this time forth there was intense respect for Americans at Canton and Macao.

"When Captain Sturgis took the Atahualpa back safe and sound to Boston, he was reproved by the owner, Mr. Theodore Lyman, for taking the cannon with him contrary to orders, and was made to pay freight on them. There was certainly a remnant of a Puritan grimness about this stern old ship-owner, as there was about the stubborn fighting of his captain.

"To obey orders if it broke owners, was the duty of a young commander, and no indulgence in gratitude must mar the duty of enforcing the moral.

"Grandfather [Bacon] sailed several voyages with Captain Sturgis, and when the latter was married, he and grandfather brought their sailor's 'ditty-bags' and together sewed a wedding carpet, on which the bride was to stand. They would have been interested to know that nearly a century later, two of their grandchildren married each other."

Captain Daniel Carpenter Bacon was the eldest son of "Squire" Ebenezer Bacon and his second wife, Rebecca Jenkins, of Barnstable. He was born May 25, 1787, in the old house on the "Bacon Farm," that had been in the family since the time of the settlement of the town in 1639. (This farm has never gone out of the family, and is now owned by Hon. Robert Bacon, recently Ambassador to France.) Captain Bacon's father was always called "Squire Bacon" by the townspeople.

Captain Bacon made his first voyage as Master in the ship *Xenophon*. This is shown by a letter to him from his father dated Barnstable, Nov. 7, 1807. In a letter dated Jan. 10, 1808, he says "I am very sorry that your ship is detained by the embargo, think it will last several months." In 1810, he succeeded Captain Sturgis in command of the ship *Atahualpa*, and made a voyage to China in her. In 1811, he was Master of the ship *Packet*, bound on a voyage of several years duration. "She proved to be a fast sailing ship. The log often indicated ten, eleven and eleven and a half knots. We had a quick but rough passage across the Atlantic." Some account of the ship *Packet*, Captain Bacon, may be found in *Jack in the Forecastle*, by Hawser Martingale.

He next commanded the brig *Vancouver*, owned by Theodore Lyman, Esq.

"Captain Bacon was married soon after returning from this voyage, to Desire Taylor Gorham, daughter of Edward Gorham, of Barnstable. Captain Bacon lived when he was first married in the house in Bow Lane, where his brother, Ebenezer, afterwards lived for many years. After a short stay at home he sailed again for China, in command of the ship *Alert*, about the first of April, 1819. He arrived home in June, 1820.

"He made no more voyages and soon began to think of settling in Boston." Some time between 1827 and 1832, he moved the old Bacon house from the farm and built a summer residence there." From 1832 to 1844, his home in Boston was 149 Tremont Street, corner of Temple Place, on the opposite corner from the old Masonic Temple. About 1844, he sold this house and removed to Jamaica Plain, near the Pond.

"Captain Bacon's interests now were in the ships that he owned, and my father (Eben Bacon) remembered driving with him often in his chaise to Medford, to superintend the building. He inspected every plank and was very particular that every thing connected with his ships was done in the most thorough manner. He built at East Boston the *Gamecock*, which was famous as the fastest ship of her kind for years. At the first anniversary of the Cape Cod Association, among the objects of interest



CAPTAIN DANIEL C. BACON, 1850

gathered together was a 'model of the beautiful ship Gamecock.' "

"A boy named James Percival, who sailed in her some years later, writes in a letter to his friends at home :

" 'SAN FRANCISCO, Oct. 12, 1851.

" 'We arrived here last Sunday ninety-two days from Rio Janeiro. The ship and Captain Hollis have a good name. The Gamecock is said to be the handsomest craft that has been here. We beat the Witchcraft two days in passage. The ship has been reported lost for some time, but thank God we are safe. A ship brought the news here that we were seen off Cape Horn bottom up. Captain thinks the ship will go home from China, and if so, please God I shall be with you in April.

"I suppose this is one of the worst places in the world for gambling, murders and robbery. The vigilance committee have a most excellent but summary mode of procedure. A fortnight ago, the committee proceeded to the gaol and took out two prisoners, put them into a carriage and took them to a store that had a beam for hoisting goods, and strung them up. Everything is extremely dear here. I had to pay a dollar and a quarter for a common, second-hand chest lock. Eggs are fifty cents apiece and washing is six dollars per dozen. It is cheaper to buy new shirts at auction than to get the dirty ones washed.'

"Once in a dreadful storm, one of grandfather's ships (Captain Daniel Bacon's) went ashore on Nantasket Beach. It was in winter and he could find no one willing to go into the water and unload her. With his usual determination he went down himself, hired an ox-team, and all day long drove back and forth in the icy water and saved the whole cargo. The underwriters in gratitude for the money he had saved them, presented him with a silver tea-service.

"Other ships of Captain Bacon's were the Hoogly and the Luconia. The Paul Jones took the first American ice to China, in 1844. The Akbar took cotton from Mobile and New Orleans in 1846.

"Among the ships in which Captain Bacon had an interest, if he did not own them entirely, were the Hoogly, Timor, 1828; Gentoo, 1833, in which his sons, Daniel and William, first went to sea; Santiago, 1848; the Barnstable and Hindoo, 1833; Heber, Sylphide, George Hallett, 1847; Ilzaide, Eliza, Warwick, J. W. Sears, 1849; Concordia, Samoset, 1850; Horskburgh, Phantom, 1855; Chilo, Quickstep, S. Appleton, Oriental, Raduger, and the schooner Sappho and sloop Mail."

There were two or three different Hooglys. The ship Titan, which Captain Oliver Eldridge, of Yarmouthport, commanded, was chartered to the French in the Crimean War. (I think that Captain Bacon's two sons, Daniel Gorham Bacon and William B. Bacon, owned the Titan later on.)

The ship Titan was afterwards commanded by Captain J. Henry Sears, and a picture of her hangs in the Boston Marine Museum at the Old State House.

Captain Bacon was President of the Boston Marine Society in 1839. His picture hangs in the room of the Society. He died Nov. 13, 1856.

Before closing Miss Julia Bacon's most interesting book, I will quote from it an address made at the First Anniversary of the Cape Cod Association, by Hon. Henry A. Scudder.

"The system of early training upon the Cape is singularly calculated to develop peculiar attributes of character. We unconsciously borrow much from the surrounding circumstances of our early life. The career of a Cape Cod boy is a striking illustration of this fact. By early education he becomes a sailor. From his infancy he looks upon the ocean as his future theatre of action. The very nursery is to him a scene of preparation. A neatly modelled vessel in fact, the beau-ideal of his childish fancy. The pigmy craft becomes his chosen plaything. At seven he trims her sails and navigates her successfully from creek to creek. At eight he takes preliminary lessons, he ventures upon his favorite element and learns the art of swimming. At ten he is wholly master of the rudiments and is ready to embark upon the fortunes of a sailor's life, to him so full of novelty



HOUSE OF DANIEL C. BACON
Corner of Tremont Street and Temple Place, Boston
Built in 1832



and romance. He steps on board his gallant ship with a heart full of noble aspirations. He rejoices in the office of a cabin boy and yet he gazes with a longing eye on the post of a foremast hand. He laughs to think the time is coming when he may climb those dizzy heights and do an able seaman's duty. Stage by stage he marks the years of his advancement from the galley to the forecastle; from the forecastle to the quarter-deck. With an eye of faith, he views the approaching day when as master he shall pace that noble ship, and he himself a hero.

"Rising step by step, through every grade in regular succession from cabin boy to captain, he at length assumes that high command, Monarch of the deep. Upon that floating deck he knows no master now. His will, his word, his judgment and his purpose are supreme. The lives and fortunes, the property and hope of many are entrusted to his care. With a strong and unfailing heart he meets his great responsibilities. Thus is he schooled and thus is he fitted for his exalted sphere."

Captain Caleb Sprague was born in Hingham, Mass., in 1811, the son of Captain Caleb Sprague, Sr.

The latter was captain of the sloop *Liberty*, of the Federalist Line of Packets between Hingham and Boston. Party feeling ran to extremes in those days, so that there were two lines of packets from the town, the Federalist and the Republican (Jeffersonian); and a packet station for each line on the south side of Long Wharf, Boston. In these the passengers lodged while visiting the city.

In 1811 the sloop *Rapid* was launched at Hingham, and Captain Caleb Sprague, Sr., took command of her. When asked what her color should be, he answered very forcibly "True blue." At the time of the battle between the *Chesapeake* and the *Shannon*, War of 1812 Captain Caleb Sprague, Sr., took a party down Boston Harbor to see the fight. Captain Lawrence, of the *Chesapeake*, told him where to find safe anchorage.

Captain Sprague, Sr., in his latter days was a "Trader." His store (C. & S. Sprague) is still standing, more than a century old, near the Hingham Wharf at Bear Cove. He died in 1825.

His son, Captain Caleb Sprague, of Barnstable, Mass., began active life as a boy of about thirteen, on the Federalist packet station on Long Wharf, Boston. One day he saw a procession going through Commercial Street. Boy-like, he hung on behind one of the carriages and went to Bunker Hill, to the laying of the corner stone. He told me that he stood near enough to Daniel Webster and Lafayette to have touched them.

When about twenty years old (1831-2), Captain Sprague was Master of the fishing vessel James Lawrence of Hingham. In 1836, he married Sarah Gorham of Barnstable and removed to that town.

In 1840-2, he was Master of the brig Cummaquid, built at Barnstable (Cummaquid was the Indian name for Barnstable). In 1843-7, he commanded the ship North Bend of Boston, owned by Mr. Matthew Cobb, of Barnstable and Boston. There hangs over my desk a painting of this ship "entering the Texel 1845," by J. Spin of Amsterdam. In 1847, the North Bend carried troops to re-enforce General Scott, in the Mexican War. She remained at Vera Cruz until a sufficient force was collected to march toward the City of Mexico.

"General Scott will have two thousand ready to leave Vera Cruz on the 10th of July (1847). I visited the camp often and there is no mistake about the officers from the southern to the northern points of the United States, and the privates also, but what they are determined not to let the villainous Mexicans gain a victory, as long as there is a drop of Yankee blood flowing in their veins. What few prisoners they have taken, say they are desperadoes, and almost, you might say, barbarians. Correct accounts about some of those who have fallen into their hands are shocking." *

He also made a voyage to St. Petersburg, via Elsinore, in this ship.

Some other extracts from Captain Sprague's letters are interesting:

* Letter from Captain Sprague.



SHIP NORTH BEND

Captain Caleb Sprague

“Bordeaux, France. Aug. 8, 1844.

“Dunkirk and Bordeaux are fine places, and contain many curiosities to us. We have had more invitations to dine than we have wished, as the dinners in this country are very lengthy, say from three to four hours before you rise from the table, and then not dry. Today we (his wife and himself) have been to the Bordeaux Mechanical Exposition, or Fair, and it is splendid. There are nine American vessels here, and five of the Captains have their wives.”

From a letter dated Cork, Nov. 28, 1847 (the year of the famine), I take the following :

“This country is in a very bad state. Murders are committed upon the landholders almost daily by the tenants, and the poor are suffering very badly for the want of food and clothing and no person can really imagine the amount of suffering, until they have been here and seen for themselves. We Americans know but little about poverty.”

The following is from one of his letters dated Hull, England, Feb. 3, 1846 :

“There is great excitement here about the Oregon question, and Mr. Adams' speech has caused considerable talk, as it was unexpected from him, he being in the opposite party to Mr. Polk, but all that I have conversed with upon the subject of war, shudder at the idea of the United States and England coming to blows, and I think the voice of the people here is decidedly against any measures that might lead to open hostilities betwixt the two nations. But I am for Oregon, if it belongs to us, and think we as Americans never must, nor can, nor we never will bow to the overbearing John Bull.”

The following is quoted from the *Boston Advertiser* :

“March 29, 1850, a beautifully modelled barque called the Rosario, to be commanded by Capt. Caleb Sprague, was launched at Somerset, Mass., built by Capt. James M. Hood, of Somerset.”

This barque was named for the mother of the three brothers who constituted the firm of Loring Brothers, of Malaga, Spain, with a branch house at Valparaiso, Chili. George Loring, born in Hingham, Mass., in 1771, in the old house still standing next the Derby Academy, and several doors from the Old Meeting House; went to Malaga as a young man and married there a very beautiful Spanish girl of sixteen years of age. Their sons, George, Edward, and Joseph Loring, made up the firm of Loring Brothers.

The barque Rosario was put under the Spanish flag. The following is an extract from a letter from Captain Sprague, written on board the Rosario, and dated Valparaiso, Jan. 12, 1851:

"I get along first rate with my officers and crew, although they are all Spaniards, excepting my carpenter; he came from New York with me. I am learning the Spanish language fast, and by the time I get to Malaga, I shall be able to speak it correctly. I understand it well now, but cannot speak it thoroughly yet, but get along very well now.

"She made the passage in 1850 from Malaga to Valparaiso, in eighty days. She made the run through the Straits of Le Maire and around Cape Horn to Valparaiso in ten days, summer passage and fair winds."

Captain Sprague wrote in his private letters:

"I have never fallen in with a ship since leaving New York but what the barque Rosario has passed her, and that easily."

Howes & Co., of New York, built in 1851 at Somerset, Mass., the ship *Raven* for Captain Sprague, but he did not arrive home in time to take command of her. In 1853, Messrs. Loring Brothers, of Malaga, built for him at Hoboken, N. J., the clipper ship *Gravina*. (Named for the Admiral Gravina who commanded the Spanish reserves at Trafalgar.) I was on board this ship one night, when my father took me on deck to see the burning, at her dock in New York, of the ship *Great Republic*. She was so much damaged by the fire that she was cut down one deck before going to sea.



SHIP GRAVINA

Captain Caleb Sprague

Owned by Loring Brothers, Malaga, Spain

Many of the Barnstable captains and members of their families, when in New York (in the early fifties), made their headquarters at the United States Hotel, opposite Fulton Ferry. When we went up to the Crystal Palace or the theatre, a special Fulton Ferry omnibus was chartered for our party. One day, while at the hotel, I was sliding down the banisters, when one of the guests said, "Well, my little man, you have got on a new suit of clothes." "Yes, and Mother says they set like a shirt on a marline-spike." A picture of that suit, with the boy inside, now in my possession, proves this criticism to have been just.

The Gravina was a beautiful ship. Her cabin was fitted for passengers. The two guns on her deck excited my boyish interest. They proved to be useful, for when in the China Sea the ship was attacked by pirates in junks, shots from these guns drove the pirates away. She made her maiden voyage late in the year 1853, from New York to Shanghai, with nine passengers, a part of Bishop Boone's missionaries to China. A year or so later, she sailed from New York, and this time the captain's wife went with him. The ship was in London, Feb. 2, 1855; at Shanghai, June 14, 1855; from there to Manila, Batavia and Amsterdam. At Batavia, the captain's wife contracted a serious illness from which she died soon after reaching home.

The Rosario and Gravina made voyages from Malaga to South America. In 1851, at Guayaquil, the captain mentions having bought five hundred tons of cocoa for seventy thousand dollars. In those days some captains not only had power to sell the ship, but to buy and sell cargoes. He did sell the Gravina, in Valparaiso; Captain Henry Arey of Yarmouth, who was the navigating officer of the Monitor Monadnock, saw her in 1866 at Valparaiso, and she was then owned in that city. Captain Sprague continued in the employ of Loring Brothers until about 1860. In April, 1861, he sailed from New York for San Francisco, as captain of the ship Neptune's Car. She was built in 1853, at Portsmouth, Va., by W. H. Webb. J. D. Fish, of New York, was consignee. She sprang a leak going around Cape Horn, and the crew mutinied and refused to pump. The ringleaders were put in irons, and the ship put into the nearest port for repairs.

Mr. Henry A. Gorham, of Yarmouth, Mass., who was a cabin boy on her, writes me as follows :

"We had 25 tons of gunpowder, also nitric acid, muriatic acid and oil of vitriol in carboys on deck, which ignited by friction, and we threw that overboard on the Atlantic side, near the Equator. This was for Fort Alcatraz, at the entrance of the harbor of San Francisco. We were 186 days to San Francisco; 45 days off Cape Horn; 27 of that time we were 'Hove to' and drifting. Got around on to the Pacific side three times and blown back to the Atlantic. The ship was confiscated by the Government, because a large owner in her was a Virginia Rebel. She lay in the harbor of San Francisco six weeks, until the authorities at Washington ordered her back to New York."

Captain Sprague owned an interest in her, but that was wiped out because of the expenses that had been put upon her. The sailors rightly called her an unlucky ship. On an earlier voyage from New York for San Francisco, in 1856, she was commanded by Captain Joshua A. Patten. On account of his serious illness and the incompetence of his mate, his wife navigated the ship around Cape Horn. She had been with him on an earlier voyage and fortunately at that time she studied navigation. When she navigated the Neptune's Car around Cape Horn she was under *twenty* years of age. The following record of their marriage I find at the State House in Boston: "Joshua A. Patten (Mariner) married Mary A. Brown of Boston, April 1, 1853; his age 26; her age 16. He born in Maine, and she daughter of George Brown of Boston." So that if she was sixteen in 1853, she was less than twenty in 1856. She was a heroine of international fame. Captain Patten died in Boston, July 27, 1857, aged 30. Some account of him may be found in the *Advertiser and Journal* of that time. "Deaf, blind and sick, he has been for months past cared for by his heroic wife." The Neptune's Car was some years later under the British flag, Captain Peabody. Her agents were Barclay & Co., of Liverpool, England.





THE MISSING STEAMER PACIFIC
Captain Asa Eldridge

In 1863, Captain Sprague was sent by Joseph Loring & Co., of India Wharf, Boston, to St. John, N. B., to superintend the building of the barque *Chispa*. Mr. Loring was formerly a member of the firm of Loring Brothers, Malaga. The name "*Chispa*" is a Spanish word meaning active, or lively. Before the barque put to sea, Captain Sprague asked for suitable ballast in her hold, but the owner took the risk of sending her around to New York with insufficient ballast. The result was that in less than forty-eight hours she was dismasted. The captain rigged up some "jury masts," and after a long time she made her way to the Bermudas for repairs. The last report I find of the *Chispa*, was at New York in 1867. Some years later, Captain Sprague was Master of the brig *Ossipee*. She was built in Kennebunk, Me., in 1866. His son Gorham Sprague, as a small boy, was with him on the *Ossipee*. One night in a heavy gale, he rolled out of his berth and broke his arm. The captain set it, and did the work so well, that on his arrival in port, the doctor said there was nothing more that needed to be done. Gorham tells the story that one day the *Ossipee* was rolling badly in a heavy sea, when he saw the galley, containing the cook, washed overboard; but the return wave brought it back on deck. The cook jumped out, and the galley went over again, this time on the other side.

Captain Sprague followed the sea for about fifty-three years,— forty-three years as captain. After retiring, he lived in Barnstable, where he died August 19, 1893, aged 82.

Captain Asa Eldridge, of Yarmouth Port, was Commander of the steamer *Pacific*, of the Collins Steamship Company, American Line, from New York to England. She was lost at sea with all on board, — "The missing *Pacific*." On an earlier voyage he was master of the ship *Red Jacket*.

Captain Oliver Eldridge, during the Civil War, was Master of the United States transport steamer *Atlantic*, formerly of the Collins Line. In 1867, he was Manager of the Pacific Mail Steamship Company, with headquarters at San Francisco. Mr. Robert Smith, Custodian of the Boston Marine Museum, at the Old State House, saw him there at that time.

Captain John Eldridge was Master of the steamer Baltic, a government transport steamer, formerly of the Collins Line. In earlier years he commanded the ship Young Brander and the ship Liverpool. On the first voyage of the latter from New York to Liverpool in 1843, the passengers presented him with a silver fruit dish, which is now in the possession of his granddaughter, Miss Isabel Shove, of Yarmouth Port. Two pictures of the Liverpool are in the rooms of the Boston Marine Society.

Asa, Oliver, and John Eldridge were brothers and were born in Yarmouth Port.

Captain Allen Knowles, who lived on the opposite side of the street from the Eldridge brothers in Yarmouth, was Master of the ship Chariot of Fame, built by Donald McKay, in 1853. He also commanded the ship Puritan on a voyage to San Francisco in 1868. She was built in East Boston in 1866, and was owned by E. Williams & Co. Mr. Robert Smith, Custodian of the Marine Museum, was a sailor on her at that time.

Captain Sumner Pierce, of Barnstable, commanded the ship Light-foot. She was wrecked, and became a total loss, near Saugor, June 29, 1855. She was built in East Boston in 1853, and owned in New York.

He was captain of the ship Sunshine in 1857. She was built in Bath, Me. On the voyage from Melbourne to Callao one of the crew poisoned some of the officers, but they all recovered except Captain Pierce. He died at Callao. Some of these particulars were given to me by Captain Horace N. Berry in the Boston Port Warden's office. Captain Berry was at that time chief officer of the ship South America, commanded by his brother Captain James Berry, Jr., of West Harwich, Mass., and his ship was at Callao when the ship Sunshine was there. The South America was owned by Thomas Nickerson & Co., of Boston. Captain Horace N. Berry was Master of the brig John Sherwood from 1866 to 1872.

In November, 1862, I myself was a sailor under Captain Franklin Percival, of Barnstable, on the ship Charles Hill, owned by Charles Hill & Son, of Boston. When we went into



SHIP CHARIOT OF FAME
Captain Allen H. Knowles







BRIG-SCHOONER JOSEPH BALCH

Captain William F. Gorham

Liverpool we passed near the ship Dreadnaught, "sixteen days from New York," was her captain's answer to our inquiry as to her passage. Her colored crew were singing "Drive her, Captain, drive her," "Only one more day, my honey," "Tuskar Light is drawing nigh," and other chanties. The Charles Hill was destroyed by the Alabama the twenty-fifth of March, 1863. Captain Percival, and his officers and crew, were on board the Alabama for ten days, and were then landed at Fernando Noronha, a convict station near Brazil. I left the ship at Liverpool, so missed this experience.

When I returned, my father happened to be at home. He said, "My son, I am glad to see you, but it never took *two* ships to carry me around."

Captain Lemuel Simmons, of Hyannis, was Master of the ship War Hawk, built by W. J. Jackman, of Newburyport, in 1855. She belonged in Boston. F. T. Bush & Co., consignees.

Ship Grace Darling, was built in 1854 for Baker & Morrill, and was commanded by Captain Allen H. Bearse, of Hyannis. He also was Master of the ship Radiant in 1853. She was built by Paul Curtis, of East Boston, in 1852, and on her *first* voyage she was commanded by Captain M. Matthews.

Captain Elijah Crocker, of Barnstable, was Master of the ship Akbar, built in East Boston, and owned by William Perkins, of Boston. Another of her captains was Josiah Crocker, also of Barnstable.

Captain Edward Percival, of Barnstable, commanded the ship Wide Awake, of New York. He was made a captain at a very early age, for his bravery in taking command of, and bringing into port under difficult circumstances, a ship in distress with disabled officers and crew. Some times it is "like father, like son," for his son, now of Boston, received a medal for saving the life of a retired sea captain in Barnstable Harbor.

William F. Gorham, of Barnstable, was Captain of the brig Joseph Balch, of Boston, in 1851; and in 1852 he commanded the barque Prompt, of Boston. I think he was Master of the barque Jehu, belonging to Daniel Draper & Son, of Boston. She was one of the line running to Mediterranean ports. Dra-

per & Sons' vessels used to dock near the Custom House, where the west end of State Street Block now stands.

George Bacon, Esq., son of Ebenezer, of Barnstable, and nephew of Captain Daniel Carpenter Bacon, was of the firm of Pierce & Bacon, 16 Custom House Street, Boston. The following is from the *Boston Advertiser*, September 5, 1856:

“For Galveston, Texas.

“Pierce & Bacon's Regular Line. From Gray's Wharf, Boston. Brig Vesta, H. L. Sheffield, Master. For freight or passage apply to Pierce & Bacon.”

Other vessels of this line were barques Trinity, Brayos, Island City, San Jacinto and Miss Mag (the latter named for Mrs. General Nichols, of Galveston), brig Empire and ship Samuel C. Grant, named for Mr. Bacon's father-in-law, a ship-builder of Hallowell, Me. Captains John Turner Hall and Benjamin Hinckley, of Barnstable, commanded some of these vessels. One or two of the barques were in Galveston, loading cotton, when the war broke out, and were burned and scuttled by the confederates, and one vessel was taken by the Alabama. The ship Samuel C. Grant was lost about 1866.

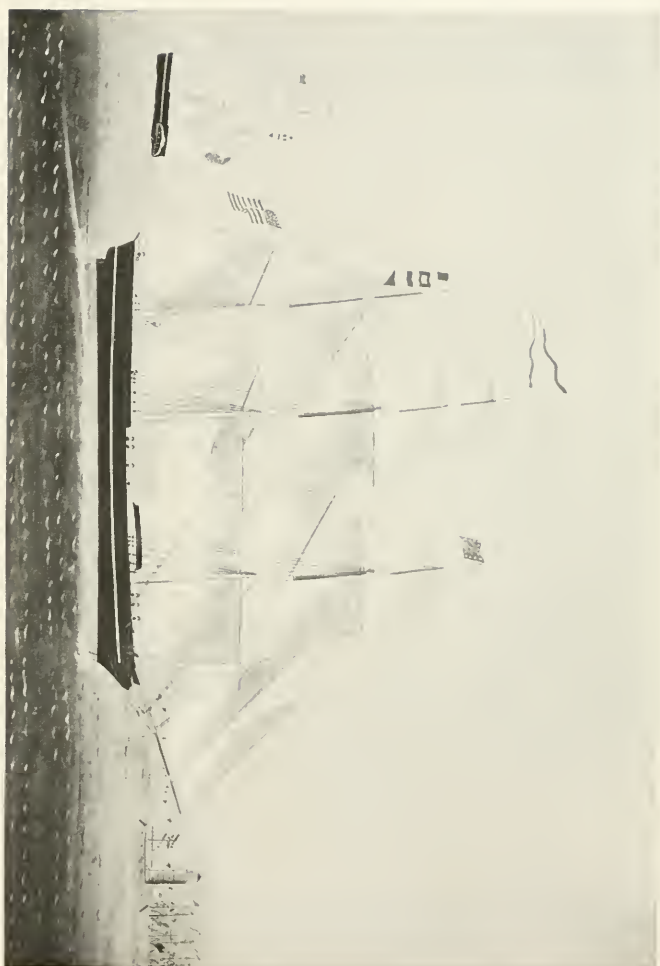
After 1866, Mr. George Bacon* removed his business to New York. He lived in Brookline, Mass., as early as 1852, and for some years afterward.

Captain Edward Bacon, of Barnstable, was Master of the first ship Hoogly, owned by his brother, Captain Daniel Carpenter Bacon, and made voyages in her to Calcutta and Bombay.

The second ship Hoogly owned by Daniel Gorham Bacon, was at one time commanded by William Wallace Frost, of Hyannis. He also commanded the ship St. David.

Captains Crocker Nye, James Baxter, Joshua Chamberlain, Job Handy, and Myron R. Peak, were Barnstable men. The latter commanded the brig Aristos.

* I am indebted to his sons, Horace Bacon, of New York, and Vaughan D. Bacon, of Barnstable, for some of these notes.



BARQUE PROMPT
Captain William F. Gorham

Captain Benjamin Weeks, was of West Barnstable, and Captain Joseph Parker, lived in Hyannis.

Captains Owen and Sylvester Bearse, of Hyannis, commanded coasting vessels, and owned some vessels. They were afterwards in the lumber business, on Federal Street, Boston.

Captains Higgins Crowell, Christopher Lewis, Edward Lewis, Zenas Crowell, Sturgis Crowell, and Elkanah Crowell, were all of West Yarmouth, Mass.

Captain Elkanah Crowell, now of Hyannis, is one of the oldest ship masters now living. The following is an extract from one of his recent letters :

“In 1853, Captain John Baker of J. Baker & Co., ship chandlers on Commercial St., Boston, sent for me. When I went into his office he said to me ‘The new clipper ship Spit-fire is loading for San Francisco, and Captain John Arey is a driver. He wants a mate that can jump over the fore yard every morning before breakfast.’ I said I was the man for him, if it laid on deck. I made the voyage with him, and a hard one it was, 102 days to San Francisco.”

In 1856 Captain Crowell was Master of ship Boston Light, owned by Henry S. Hallett, and later of the ship Fair Wind, same owner. He also commanded ship Galatea, owned by W. F. Weld & Co., and ship Carrie Reed owned by Samuel G. Reed, barque Gerard C. Tobey and the George S. Homer (auxiliary sail and steam) owned by W. H. Besse, and others, completing twenty-nine years as master.

Captain Crowell's brother, Captain Sturgis Crowell, commanded ships Volunteer, Orpheus, and Belvedere, all owned by William F. Weld.

Captain Zenas Crowell commanded ships Goddess, Hoogly, and barque Hersilla.

Captain Gorham Taylor, of Yarmouth, was Master of ship Cleopatra, and several ships owned by George Howes & Co., of San Francisco.

Captain Seth Taylor, of Yarmouth, was Master of ships Fortuna, Fair Wind and Conqueror.

Captain Richard Bearse, of Hyannis, commanded ship Robin Hood.

Captain Frank Bearse was Master of ship Winged Arrow.

Captain Warren Bearse commanded ships Flying Scud and John Land.

Captain Asa Lothrop was Commander of ships Electric Spark and Thatcher Magoun.

Captain Alfred Doane, of Orleans, later of Newtonville, was Master of ship Endeavor, and others.

Captain Cyrus Sears, of West Yarmouth, now of Baltimore, commanded ships Orisa and Herald of the Morning.

Captain Elkanah Crowell,* in his letter to me says "out of all the ship-masters that I have named, Captain Edwin Thatcher, Captain Cyrus Sears and myself are the only ones now living. Out of the ten Cape Cod boys that left Long Wharf, Boston, in March, 1850, in the ship Herbert, Captain Bangs Hallett, I am the only one living."

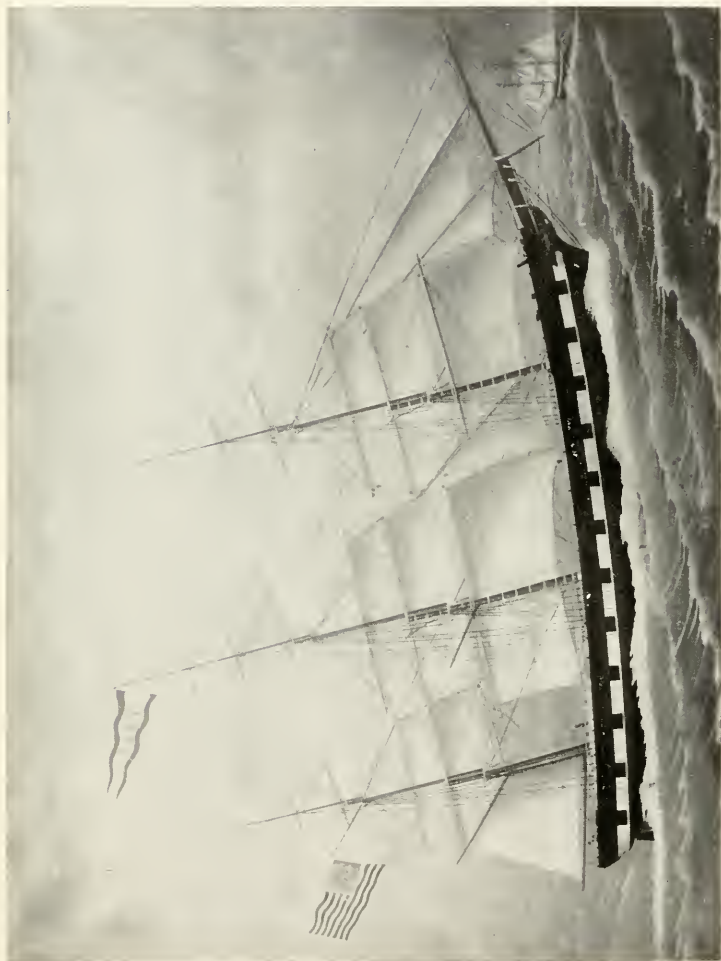
Captain Rufus Gorham, of Barnstable (brother of Captain William F. Gorham), was Master of a barque running to Mediterranean ports, but I am unable to give her name. On his last voyage a Malayan sailor stabbed him as he came out from the cabin. The mate (Mr. Sumner P. Gorham) tried to defend the captain and received a scalp wound. Captain Gorham lived to get home, but soon died from his wounds. The sailor swam ashore and escaped.

Captain Ira Bursley, of Barnstable, son of Sheriff David Bursley, was executive officer or sailing Master of the steamer Quaker City, June 8, 1867, which had as passengers Mark Twain and other "Innocents Abroad."

Captain David Bursley was Master of the ships Osceola, Minnehaha, and Lotus.

Captain Francis Bursley commanded the ships Alert, Skylark, and Talisman. The latter was owned by James C. Jewett & Co., of New York. She was built in 1854 in Damariscotta, Me., Crocker & Warren, of New York, consignees. Eben

* I am indebted to Captain Crowell for many of these notes.



SHIP IDAHO
Captain William Chipman

Crocker of that firm was a Barnstable man. The ship was burned by the Alabama the fifth of June, 1863.

Captain Daniel Bursley lived in West Barnstable on the old stage road near Great Marshes. Captain Daniel Marcy was also of West Barnstable.

Captain William Chipman, of Barnstable, commanded the barques Azof, Isaac Jeanes, and ship Idaho.

Captain Rodney Baxter, of Hyannis, commanded one of the unsuccessful line of steamers from Boston to Charleston, S. C. (Either the Massachusetts or the South Carolina.)

Captain Joseph Hamlin Hallett, who lived next to the Fair Grounds in Barnstable, was Master of the ship Coringa on a voyage to San Francisco in 1855.

Captain William Hinckley, of Barnstable, was Commander of the ship Oxnard, owned by Samuel Hooper, Esq., of Boston.

Captain Thomas Hinckley was Master of the ship Benares.

Captain David Swinerton commanded the barque Orbit, and made a fast run in her to San Francisco.

Captain Daniel Percival commanded the barque Sicilian, owned by Baker & Morrill, of Boston. Mr. Ezra Baker, of that firm, was uncle of Captain Percival. The captain was lost on the steamer Schiller, when on his way to Liverpool to take command of one of Baker & Morrill's ships.

Captain Charles W. Hedge commanded ships Cromwell and Ashburton. He also made a voyage to Yokohama in the barque Kadosh.

Captain Gorham Hallett was Master of ships Midnight and Charger, and the brig Nellie Hastings. One or more of these ships were owned by Hastings & Co.

Captain C. Howard Allen, of Hyannis, was Master of ships Gold Hunter and Importer.

Captain Levi L. Simmons, of Hyannis, was Master of the ship Red Jacket.

Captain Alvan S. Hallett commanded the ship Northern Crown.

Captain Charles E. Jenkins, of Barnstable, was Master of the ship Raven.

Captain James Jenkins, of West Barnstable, commanded the ship Vancouver.

Captain William P. Lewis was Master of the ship Golden Rule.

Captain Frank Lothrop was Commander of the ship Frank Johnson.

Captain Allen Baxter was Master of the ship Rambler, which was also commanded at one time by Captain Sylvester Lothrop.

Captain Alexander Holway was Master of the ship Alexander.

Mr. Aurin B. Crocker, of Hyannis, sent me some of these notes. He has reported ship news to the *New York Herald* and to the Associated Press for many years. He is eighty-two years of age.

Captain Heman Foster, of Barnstable, commanded ships George E. Casta and Rutland.

Captain Thomas Harris, of Barnstable, "as a young man spent many years in the Russian trade, sailing between Boston and St. Petersburg. He sailed many years for the firm of Charles & Andrew Cunningham, of Boston. He had many thrilling experiences, one of which certainly received very noteworthy recognition and appreciation. He was presented with a silver medal by the Humane Society of Massachusetts, on which is this inscription: 'Awarded to Captain Harris for his many and successful efforts in saving human life during a period of seventy-eight years.'

"While in the brig Pico, on a voyage from St. Petersburg, he rescued the crew of an English ship in mid-ocean in the night. He also rescued another crew while in the bark Perua, standing by the ship in severe weather for two days before he was able to make the rescue. For this he was given a gold medal by the English Government.

"The medal is now in the possession of his son, Mr. Marcus N. Harris, who is now living in his father's old home at Barnstable. The medal has on the face the profile of Queen Victoria, and on the reverse side is this inscription:

"Presented by the Lords of the Admiralty to Captain Thos. Harris, of the barque Perua, of Boston, U. S. September 1846.' On the outside circle is the following: 'For his humane exer-



GOLD MEDAL

Presented to Captain Thomas Harris by the
Lords of the Admiralty, 1846

tions in saving the officers and crew of the British ship *Britannia*.'

"Captain Harris made a voyage in the brig *Pico*, about 1850, to San Francisco. He and his son Thomas left the brig and went to the gold mines. The brig was used as a restaurant, and was finally buried as the city grew at the water front."

After he left the sea, he became Sheriff of Barnstable County. He lived to be an old man, but was always young in spirit. It was a pleasure to see him dance, for he showed us more fancy steps and more of the old-fashioned ways of dancing than we had ever seen.

Most of the notes about Captain Harris, were given me by Henry M. Hutchings, Esq., of Boston and Barnstable. I am also indebted to him for notes about his uncle, Captain Francis M. Hinckley, of Barnstable, and for some photographs of ships in which the latter sailed.

Captain John Turner Hall, of Barnstable, was Master of the ship *Abelino*. "He was on the coast of California, and met General Fremont at the time the latter made his trip across the country. Captain Hall remembered vividly that experience, and also used to recall with interest, the fact that he had been in the heart of San Francisco and what is now Portland, Ore., before either of those places were really settled."

Mr. Hutchings gives this information about Captain Hall, and also states, that his grandfather Captain Matthias Hinckley, father of Captain Francis M. Hinckley, owned and sailed the sloop *Mail*, a packet between Barnstable and Boston. Captain Hinckley had her built hoping she might sail faster than his rivals. Many of us remember her, and our other Barnstable packet, the schooner *Sappho*, Captain Farris. We used to go to Boston by packet, and, during our stay, sleep on board.

At this time Captain Ansel Hallett, of Barnstable, was Master of the Yarmouth packets, sloops *Maria* and *Flight*, and schooner *Brindle*. The latter was wrecked near Gurnet Light. He afterward went to California, and was thrown from a horse and killed in 1862.

Captain Hallett's son-in-law, Joseph Hamblin, was Master of the ship Chieftain, and also, at one time, of a steamer on the Japanese coast. He, too, died in California.

Captain Francis M. Hinckley, of Barnstable, was Master of ships Winged Hunter, Ocean Queen, Leading Wind, Star of Peace, and Arabia. While crossing the Indian Ocean on a voyage to Singapore, in the latter, the cargo of coal with which the ship was loaded, caught fire by spontaneous combustion. He succeeded in safely bringing his ship to Singapore. For this the China Marine Insurance Company presented Captain Hinckley with a gold watch and chain. The inscription on the watch is as follows:

"Captain Francis M. Hinckley, for his brave and skillful conduct in subduing a fire in the cargo of coals on board ship Arabia, on voyage to Singapore, A. D. 1869." At this time Francis Bacon, Esq., brother of Captain Daniel Carpenter Bacon, was President of the China Marine Insurance Company, on State Street, Boston.

Captain Hinckley was in command of the ship Star of Peace when she was burned by the Florida, March 6, 1863.

Captain Albert H. Dunbar, of Barnstable, was Master of the ship Grecian, of Boston. Principal owner, Captain J. Henry Sears. She was built by Titcomb & Thompson, at Kennebunkport, Me., in 1878. Tonnage 1677.

Captain John Easterbrook, of Barnstable, went to Sydney, Australia. He owned and commanded a vessel on that coast. He chartered her for Boston, bringing with him all of his family, but his ship was never heard from after leaving Australia.

Captain Elisha Howes commanded the steamer Morning Star. He was a Barnstable man.

Captain Solomon Smith was Master of the barque Warren Hallett, and of the Sicilian.

Captain Frank Hallett commanded the ship Ringleader, barque Mabel and brig Ocean Belle. The latter was built in Waldo-boro, Me., in 1854. Reed, Weld & Co., were owners or consignees.



SHIP LEADING WIND
Captain Francis M. Hinckley



SHIP OCEAN QUEEN
Captain Francis M. Hinckley

Captain Joseph Bursley, of Barnstable, was Master of the ship Victory; and Captain James Bursley commanded the barques Wheatland and Bounding Billow.

Captain Leander Hallett, of Barnstable, made a voyage to Buenos Ayres as Master of the barque Prescott.

Captain Francis Gorham, of Barnstable (he lived near Gustavus A. Hinckley, Esq.), sailed from Boston for San Francisco, as Master of the ship Winged Racer, Jan. 25, 1854. He sailed in the same ship, Feb. 3, 1855, from Boston for San Francisco. She was built by R. E. Jackson, at East Boston, in 1852. Captain George Cummings was Master of her at the time she was burned by the Alabama, Nov. 10, 1863. Captain Gorham made a voyage in the ship Polar Star, and in 1863 he commanded the ship Star of the Union on a voyage to San Francisco. She was owned by Samuel G. Reed, Esq.

Captain Ansel Lothrop was Master of ships Pilgrim, Agenor, Conqueror and Edward O'Brien. He was lieutenant (acting) in the United States Navy during the Spanish War, and is now in the United States Transport service, having been Master of several large steamers in that service.

Captain John H. Frost, of Hyannis, commanded ships Conqueror and Agenor. He is now Secretary of the Boston Pilot Commissioners.

Captain Charles Crocker was Master of the barques Alice and Sarah Hobart.

Captain Benjamin Hinckley commanded the ship Samuel C. Grant.

Captain Benjamin Lothrop was Master of the brigs A. J. Ross, Alice Tarleton, Jane Adelaide and William Mason. His father, Benjamin Lothrop, Sr., was one of the old ship masters.

Captain Edward Titcomb was Commander of the barques Jennie Cushman, Wheatland and D. A. Brayton. I am indebted to him for some of these notes.

Captain Danforth Parker was Master of the steamer Chatham of the outside line, Boston and New York.

Captain G. B. Knowles, of Yarmouth, commanded the barque John Worster in 1870.

Some of these notes were supplied by Judge Freeman H. Lothrop. He went as a sailor with Captain Heman Foster in the ship Rutland. On his return, he served nine months in the army during the Civil War, and later, as acting master's mate and acting ensign in the United States Navy, till Lee surrendered to General Grant. He is now Judge of Probate for Barnstable County.

One of the Barnstable (Osterville) owners of shipping, was George Lovell, Esq. Some of his vessels occasionally landed runaway slaves on the south shore of Cape Cod. They were then passed along by the "underground railroad" to Barnstable village, and harbored by Mr. and Mrs. Alvin Howes. I, myself, as a small boy used to go to Mr. Howes' home to teach these slaves their letters. They were treated as equals, but sometimes they made their way to "Mary Dunn's Road" where they found rum and congenial companions. Ezekiel Thatcher, of Barnstable, and Obed Howes, of Dennis, well known abolitionists, were also interested in the welfare of the runaway slaves. These abolitionists were kindly people, with strong convictions, never attending church because the sermons did not condemn slavery. Two near neighbors tell me that they used to see Wendell Phillips and William Lloyd Garrison go to Mr. Thatcher's house, presumably on business connected with anti-slavery.

The inscription on Mr. Obed Howes' gravestone in Dennis, is as follows :

"Reason was his guiding star,
Whatever is, is right."

I am indebted to Mr. Frank H. Hinckley, of Barnstable, for some of these notes.

The first ship named Southern Cross, was built in 1851 for Baker & Morrill, of Boston. She sailed from Boston for San Francisco, June 25, 1852, commanded by Captain Levi Stevens, of Truro. She arrived at Montevideo, August 24th, with cargo on fire in lower hold. About the middle of September she continued her voyage and arrived at San Francisco, Nov. 28, 1852. She was burned by the Florida, sixth of June, 1863. At that time her captain was Benjamin P. Howes. His next voyage was



BARQUE JOHN WORSTER
Captain G. B. Knowles

in a brig to China. She was boarded by pirates, and he was shot in his cabin in the presence of his wife. Captain Atkins Hughes, of North Truro, tells me that he was in China at that time, and heard the story there.

The second ship Southern Cross, was built for Baker & Morrill, and on her first voyage, October, 1868, she was commanded by Captain Atkins Hughes, and, with the exception of one year, he was in her until 1879, when he retired from the sea. Captain Hughes crossed the equator 88 times. He also commanded ships Mary Glover and Aureola, both belonging to Baker & Morrill. He is now eighty-five years old, but his memory is good. I am indebted to him for much information. His mate at one time in the Southern Cross, was Mr. Davis Annable, of Barnstable, who brought home the picture of the ship which is represented here.

Captain Nathaniel Matthews, of Yarmouth, Mass., at one time commanded the ship Radiant, owned by Baker & Morrill, of Boston. He was also Master of the missionary schooner Morning Star, from Boston to Honolulu.

Captain Edwin E. Thatcher, of Yarmouth, commanded the Audubon, built in Chelsea, by Stetson, in 1859, and owned by Howes & Crowell.

Ship Conquest was built in Medford in 1855, owned by the Joshua Sears Estate, managed by Alpheus Hardy, Esq. In 1861, she made a voyage from Boston to Callao, commanded by Winthrop Sears, of Yarmouth. His mate was David Fuller, of Osterville, who has given me some of these particulars.

Captain Richard Matthews, of Yarmouth, commanded the State School Ship, George M. Barnard. He was also Master of the ship Ringleader, Oct. 21, 1853, from Boston for San Francisco.

Captain Sylvanus Nickerson made a voyage in the ship Valiant, from New York to San Francisco in one hundred and eleven days.

Captain Frederick Howes, of Yarmouth Port, the inventor of the "Howes Rig," was Master of the ship Climax. She sailed from Boston, March 28, 1852. — *Boston Advertiser*.

Captain Joshua Baker, of Hyannis, was, in his early life, Master of coasting vessels. He afterward was of the firm of J. Baker & Co., Commercial Street, Boston. His son-in-law, Mr. Edward F. Smith, has given me many items concerning Hyannis captains.

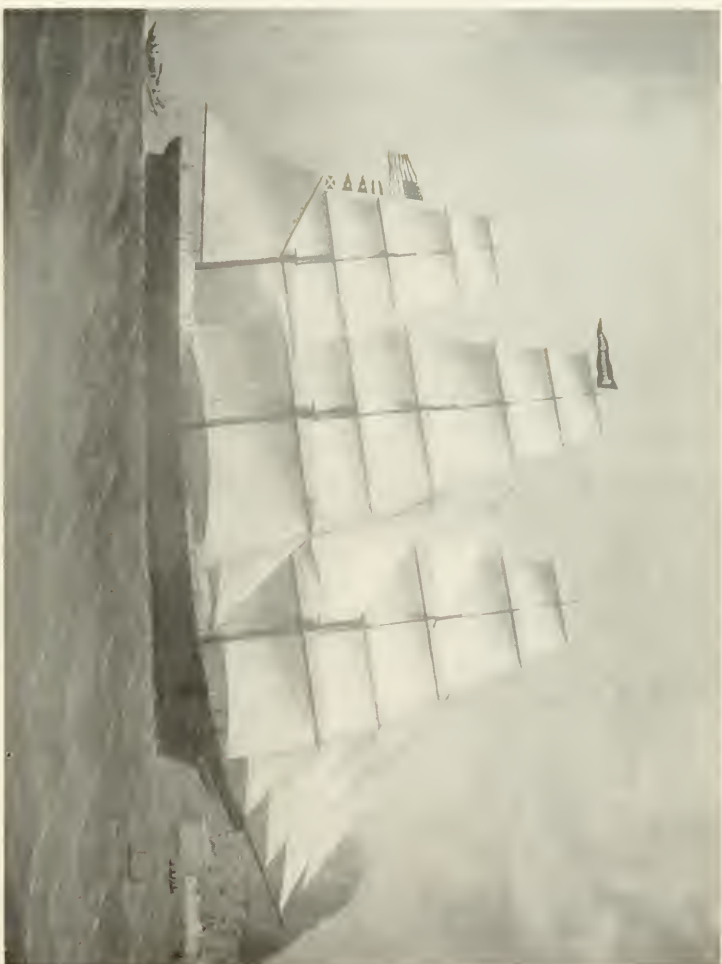
Captain Henry Arey, of Yarmouth Port, was navigating officer of the Monitor Monadnock, in 1866. In 1864 and '65 he was Captain of the gun-boat Wilderness, of Admiral Porter's squadron, and was with him at Fort Fisher. When the fort was taken Captain Arey towed the powder boat in with the Wilderness, and assisted in firing her cargo of 215 tons of powder, in the attempt to blow up the fort.

Some other early captains from Barnstable were John A. Baxter, Thomas Percival, Ezekiel Gorham, Nathaniel Percival, Oliver Chase, Kimball R. Smith, Allen Howes, Thomas J. Smith, Otis Hinckley, David Anderson, Nelson Scudder, Reuben Seabury, Joseph Huckins, James Otis and William Lewis. I am not able to find the names of their ships.

Many of the captains mentioned in these notes were personally known to me, some having been my schoolmates. Most of them are gone now, and so is the merchant marine.

During my month in Liverpool in 1863, the American flag predominated from one end of the docks to the other. Since then, as a traveller, I have visited many foreign ports, but have never seen the American flag except on our warships, or on a gentleman's yacht.





SHIP SOUTHERN CROSS

Captain Atkins Hughes

Owned by Baker & Morrill of Boston

LIST OF SAILINGS
FROM
NEW ENGLAND TO SAN FRANCISCO,
1849—1856

FROM A DIARY KEPT BY MR. LEAVITT SPRAGUE,
BORN AT HINGHAM, MASS., IN 1799, DIED IN
1875, AN ANTIQUARIAN OF LOCAL CELEB-
RITY. THE DIARY IS NOW THE
PROPERTY OF THE BOSTON
MARINE MUSEUM, OLD
STATE HOUSE



LIST OF SAILINGS, 1849 TO 1856.

Ship Duxbury, Captain Varina, sailed from Boston for San Francisco, Feb. 9, 1849. Arrived at San Francisco, Aug. 22, 1849, 103 passengers. Among them were Ezra Leavitt, Jr., Joseph Hudson and Nathan Hudson, of Hingham, Mass. Ezra Leavitt died at the mines, Jan. 7, 1850.

Barque Valesco, Captain Spencer, sailed from Boston for California, Feb. 14, 1849. Arrived at San Francisco, Oct. 7, 1849, 82 passengers.

Schooner Gazelle, Captain Currier, sailed from New Bedford for San Francisco, Feb. 14, 1849. Arrived Aug. 9, 1849.

Ship Audley Clark, Captain Dennis, sailed from Newport for San Francisco, Feb. 14, 1849. Arrived there Sept. 1, 1849.

Barque Anne, Captain Cobb, sailed from Bristol, R. I., for San Francisco, Feb. 18, 1849. Arrived there Aug. 29, 1849.

Ship William and Henry, Captain Church, sailed from New Bedford for San Francisco, Feb. 22, 1849. Arrived at San Francisco, Sept. 16, 1849.

Schooner Paragon, Captain Haley, sailed from Gloucester for San Francisco, Feb. 20, 1849. Arrived at San Francisco, Sept. 21, 1849.

Ship Sweden, Captain Cotting, sailed from Boston for San Francisco, March 1, 1849. Arrived Aug. 3, 1849.

Ship Regulus, Captain Bradford, sailed from Boston for California, March 5, 1849, with Bunker Hill Co. of 124 men. Arrived Sept. 27, 1849.

Ship Charlotte, Captain Savary, sailed from Boston, March 4, 1849. Arrived at San Francisco, Sept. 17, 1849.

Barque Edward Fletcher, Captain Holbrook, sailed from Boston for California, March 5, 1849. Arrived at San Francisco, Sept. 9, 1849.

Barque Nahumkeag, Captain Champlin, sailed from Providence for California, March 3, 1849. Arrived at San Francisco, Nov. 18, 1849.

Brig Sea Eagle, Captain Hammond, sailed from Boston for San Francisco, March 8, 1849. Arrived Oct. 30, 1849.

Barque Floyd, Captain Mayberry, sailed from Providence for San Francisco, March 5, 1849. Arrived Sept. 16, 1849.

Barque Russell, Captain Folger, sailed from New Bedford for San Francisco, March 8, 1849. Arrived Aug. 2, 1849.

Barque Winthrop, Captain Moore, sailed from Bristol, R. I., for San Francisco, March 9, 1849. Arrived Aug. 29, 1849.

Schooner John A. Sutter, Captain Eddy, sailed from Warren, R. I., for San Francisco, March 9, 1849. She was lost in the Straits of Magellan, in a gale and snow storm, June 26, 1849. Her captain and crew were carried into Callao, Aug. 17, 1849.

Schooner Horace, Captain Randall, sailed from New Bedford for San Francisco, March 10, 1849. Arrived Nov. 13, 1849.

Barque Anna Reynolds, Captain Bottume, sailed from New Haven for San Francisco, March 12, 1849. Arrived Nov. 23, 1849.

Schooner Alfred, Captain Harris, sailed from New London for California, March 11, 1849. Arrived at San Francisco, Nov. 3, 1849.

Ship Henry Astor, Captain Joy, sailed from Nantucket, March 12, 1849. Arrived at San Francisco, Sept. 16, 1849. Josiah Sturtevant, one of the passengers, died at the mines Nov. 4, 1849, aged 40.

Barque Lagrange, Captain Dewing, sailed from Salem for San Francisco, March 17, 1849. Salem Trading and Mining Co., 65 passengers. Arrived Sept. 17, 1849.

Schooner Willimantic, Captain Rogers, sailed from New London for San Francisco, March 17, 1849. Arrived Nov. 2, 1849.

Barque Ycoman, Captain Clark, sailed from Plymouth for California, March 18, 1849, 41 men. Arrived at San Francisco, Oct. 2, 1849.

Ship Samoset, Captain Hollis, sailed from New York for San Francisco, March 22, 1849. Arrived Sept. 9, 1849.

Barque Emma Isadora, Captain Henry, sailed from Boston, March 31, 1849, for California. Arrived Sept. 13, 1849.

Ship York, Captain Cheever, sailed from Boston for San Francisco, April 1, 1849, with 39 passengers. Arrived Sept. 17, 1849. A. O. Gay, of Hingham, one of the passengers.

Ship Mayflower, Captain Randall, sailed from New Bedford for San Francisco, March 31, 1849. Arrived Sept. 13, 1849. New Bedford and California Mining and Trading Co. 60 persons.

Ship Obed Mitchell, Captain Cox, sailed from New Bedford for San Francisco, March 31, 1849. Arrived Sept. 17, 1849.

Ship America, Captain Seabury, sailed from New Bedford for San Francisco, April 1, 1849. Arrived Sept. 22, 1849.

Brig Canonicus, Captain Martin, sailed from Boston for San Francisco, April 1, 1849. Arrived Nov. 2, 1849. 57 passengers.

Brig Pianet, Captain Henry Pratt, of Cohasset, sailed from Boston for San Francisco, April 2, 1849. Arrived Sept. 10, 1849, 161 days, with the South Shore and California Joint Stock Mining and Trading Co., 31 men. Mr. Leavitt's diary gives the list of passengers.

Brig Tarcento, Captain Saunders, sailed from Boston for San Francisco, April 2, 1849. Arrived Sept. 15, 1849. Shawmut Mining and Trading Association, 60 men.

Ship Arcatus, Captain Knowles, sailed from Boston for San Francisco, April 5, 1849. Arrived at San Francisco, Sept. 23, 1849. Bay State and California Mining and Trading Co., 138 men. The ship went to Calcutta from San Francisco, where she loaded for Boston. Abandoned at sea on her voyage to Boston, June 29, 1850.

Ship Elizabeth, Captain Kimball, sailed from Salem for San Francisco, April 4, 1849. Arrived Sept. 17, 1849.

Brig Vesta, Captain Mayhew, sailed from Edgartown for San Francisco, April 10, 1849, with a company of 23 men, all from Dukes County. Arrived Dec. 2, 1849.

Ship Memnon. Captain Joseph Gordon, sailed from New York for San Francisco, April 14, 1849. At Montevideo, May 27, with trouble on board. Arrived in San Francisco, Aug. 28, 1849.

Ship Frances Ann, Captain Proctor, sailed from Boston for San Francisco, April 17, 1849, with 20 passengers. Arrived Oct. 31, 1849.

Ship New Jersey, Captain Boss, sailed from Boston for San Francisco, May 1, 1849, with Suffolk and California Mining and Trading Co., 181 passengers. Arrived Oct. 12, 1849.

Barque Helen Augusta, Captain Myrick, sailed from Boston for San Francisco, May 14, 1849, with 61 passengers. Arrived Oct. 31, 1849.

Schooner Roanoke, Captain Shelley, sailed from Boston for San Francisco, July 19, 1849, with Boston Marine Mining Co., 21 men. Arrived Jan. 1, 1850.

Barque Helen B. Fiske, Captain Tufts, sailed from Boston, July 26, 1849, for San Francisco. Arrived Jan. 25, 1850.

Brig Chatham, Captain Huffington, sailed from Boston for San Francisco, May 15, 1849, with a company of 30 men. She arrived Oct. 31, 1849.

Barque Henry Ewbank, Captain Cooper, sailed from Boston for San Francisco, May 15, 1849. Arrived Dec. 27, 1849.

Schooner Mary M. Wood, Captain Smith, sailed from Boston, Aug. 29, 1849, for San Francisco. Arrived Feb. 17, 1850.

Ship Harriet Rockwell, Captain Hawes, sailed from Boston for San Francisco, Sept. 18, 1849, with 97 passengers. Arrived Feb. 26, 1850.

Ship Splendid, Captain Baxter, sailed from Edgartown for San Francisco, Sept. 29, 1849. Arrived Feb. 17, 1850.

Barque Daniel Webster, Captain Higgins, sailed from Boston for San Francisco, Sept. 23, 1849, with 54 passengers. Arrived April 30, 1850.

Barque Chester, Captain Warren, sailed from Boston for San Francisco, Sept. 27, 1849, with 67 passengers. Arrived April 5, 1850.

Ship Cordova, Captain Windsor, sailed from Boston for San Francisco, Sept. 26, 1849, with 112 passengers (North Pacific Mining Association). Arrived April 8, 1850.

' *Brig Sarah Abigail*, Captain Bartlett, sailed from Plymouth for San Francisco, Nov. 13, 1849, Old Colony and California Association, 33 men. Arrived May 27, 1850.

Barque Georgia, Captain Lindsey, sailed from Boston for San Francisco, Jan. 30, 1850. Arrived Aug. 6, 1850.

Schooner J. K. F. Mansfield, Captain Towne, sailed from Boston for San Francisco, Feb. 20, 1850. Arrived Sept. 18, 1850.

Schooner Harriet Atwood, Captain Easterbrook, sailed from Hingham, Mass., for San Francisco, Feb. 20, 1850. Arrived Aug. 10, 1850.

Ship California (owned in Cutler, Me.), Captain George Kimball, sailed from Boston, March 4, 1850, for San Francisco, with 215 men, women and children; a part of them for Oregon, to settle there. Lost one woman by sickness, the remainder arrived all well. Arrived at San Francisco, Aug. 24, 1850.

Barque California, Captain William Clark, sailed from Boston for San Francisco, March 8, 1850. Arrived Sept. 19, 1850.

Schooner Columbia, Captain Phillips, sailed from Boston for San Francisco, March 6, 1850. Arrived Dec. 21, 1850.

Schooner Herculean, Captain William Rand, sailed from Boston for Sacramento City, March 6, 1850. Arrived at San Francisco, Sept. 18, 1850.

Brig Edinburg, Captain Sweet, sailed from Boston for San Francisco, March 6, 1850. Arrived Aug. 30, 1850.

Ship Samoset, Captain Wilson, sailed from Boston for San Francisco, Oct. 3, 1850. Arrived March 17, 1851.

Ship Sweden, Captain Cotting, sailed from Boston for San Francisco, Oct. 3, 1850. Arrived April 28, 1851.

Ship Northern Light, Captain Hatch, sailed from Boston for San Francisco, Oct. 29, 1852. She sailed from San Francisco

for Boston, March 13, 1853. Arrived in Boston, May 29, 1853, in 76 days, the shortest passage ever made from San Francisco to any of the Atlantic States; from San Francisco to Cape Horn, 38 days, off Rio 14 days; thence to the equator 8 days; from the line to Boston 16 days.

Ship Witch of the Wave (of Salem, 1499 tons), Captain Joseph H. Willett, sailed from Boston for San Francisco, May 20, 1851. Arrived Sept. 20, 1851.

Clipper Ship R. B. Forbes, Captain Doane, sailed from Boston, Sept. 27, 1851. Arrived at Honolulu, Jan. 5, 1852, 99 days (95 days from land to land). Quickest passage by ten or eleven days; averaged $14\frac{1}{2}$ knots on several occasions; the 29th made 312 miles; in three consecutive days made 900 miles. Sailed from Honolulu, Jan. 30, 1852. Arrived at Hong Kong, Feb. 20, 1852, in 21 days, 13 hours; distance 5400 miles; average of sailing for whole time $10\frac{4}{10}$ miles per hour or $250\frac{1}{2}$ miles per day. Arrived at New York, July 16, 1852. (From Whampoa, April 5, 1852.)

Ship Staffordshire (of Boston, 1900 tons), Captain Richardson, sailed from Boston for San Francisco, May 3, 1852, with 155 passengers. Arrived Aug. 13, 1852, 101 days. Sailed from San Francisco for Calcutta, Sept. 15. Arrived at Calcutta, Dec. 2, 1852. Cleared from Calcutta, Jan. 22, 1853. Sailed from Saugor, Jan. 26 for Boston. Arrived at Boston, April 20, 1853, in 82 days from Calcutta. Believed to be the quickest time ever made between the two ports.

Ship Beverly, Captain Perez Jenkins, sailed from Boston, May 10, 1852, for San Francisco. Arrived Oct. 1, 1852.

Ship Witch of the Wave, Captain B. Taymaster, sailed from Boston for San Francisco, June 22, 1852. Arrived Oct. 19, 1852. She sailed from Saugor below Calcutta, April 13, 1853 (Sand Head, April 13). Arrived at Boston, July 3, 1853, in 81 days. Beating the *Ship Staffordshire* one (1) day.

Ship Southern Cross (built in 1851 for Baker & Morrill, of Boston), Captain Levi Stevens, of Truro, Mass., sailed from Boston for San Francisco, June 25, 1852. Arrived at Montevideo, Aug. 24, 1852, with cargo on fire in lower hold. She

repaired at Montevideo and sailed in three days. Arrived at San Francisco, Nov. 28, 1852.

Ship Comet, Captain Gardner, arrived at New York from San Francisco, May 8, 1853, in 83 days, 18 hours.

Ship Flying Dutchman, from San Francisco, arrived at New York, May 8, 1853, in 85 days. She sailed from New York, Aug. 4; from San Francisco Dec. 27, 1853. Arrived at New York, March 14, 1854, in 76 days, 9 hours.

Ship Wild Pigeon and *Ship Golden Gate*, sailed from New York for San Francisco, Oct. 12, 1851. The *Wild Pigeon* arrived in San Francisco, Jan. 28, 1852, 103 days passage, "had 107 days." The *Golden Gate* arrived at San Francisco, Feb. 5, 1852, 114 days passage ("118").

Ship Sword Fish, from New York, arrived at San Francisco in 93 days. The *Flying Fish*, from Boston, had 100 days passage. The *Flying Cloud* from Boston, made the passage in 89 days, 21 hours, in 1851. Ship *Flying Fish*, of Boston, sailed from New York, Oct. 31, 1852; arrived at San Francisco, Jan. 31, 1853, 91 days passage.

Ship Horsburg, Captain Crocker, from Boston for San Francisco, March 25, 1852; arrived Aug. 2, 1852.

Ship Robert C. Winthrop, Captain Young, sailed from Boston for San Francisco, March 26, 1852. Arrived Aug. 13, 1852.

Ship Mary Merrill, Captain Kellum, sailed from Boston for San Francisco, April 24, 1852, with 113 passengers and seamen. Arrived Oct. 19, 1852.

Ship Shooting Star, Captain Baker, sailed from Boston for San Francisco, May 3, 1852. Arrived Aug. 17, 1852.

Ship Flying Cloud, Captain Cressey, sailed from New York for San Francisco, May 16, 1852. Arrived Sept. 6, 1852, 113 days.

Ship Gazelle, Captain Dollard, sailed from New York for San Francisco, May 18, 1852. Arrived Sept. 30, 1852.

Ship Sovereign of the Seas of Boston (over 2400 tons), Captain McKay, sailed from New York for San Francisco, Aug. 4, 1852. Arrived at San Francisco, Nov. 14, 1852, 102 days. Sailed from Honolulu, Feb. 15, 1853. Arrived at New York,

May 6, 1853, 79 days, shortest passage ever made. From Honolulu to Cape Horn, 8634 miles in 37 days; in 26 of those days consecutively ran 6489 miles, in one of those days she ran 430 miles. This is the greatest sailing recorded.

Ship Golden Fleece, Captain Freeman, sailed from Boston for San Francisco, Aug. 16, 1852. Arrived Jan. 4, 1853.

Ship Coringa, Captain Mason, sailed from Boston for San Francisco, Aug. 22, 1852. Arrived Jan. 2, 1853.

Ship Eliza Warwick, Captain Watson, sailed from Boston for Honolulu, Oct. 2, 1852. Arrived Feb. 9, 1853.

Ship George Raynes, Captain Penhallow, sailed from Boston for San Francisco, Oct. 12, 1852, with 52 passengers; touched at Juan Fernandez, Jan. 3, 1853. Arrived at San Francisco, Feb. 18, 1853.

Ship Leopard, Captain Graves, sailed from Boston for San Francisco, Oct. 12, 1852. Arrived March 16, 1853.

Ship Westward Ho (1650 tons), Captain W. B. Graves, sailed from Boston for San Francisco, Oct. 16, 1852. Arrived Jan. 31, 1853. "103 days passage."

Ship Queen of the Seas, Captain E. D. Knight, sailed from Boston for San Francisco, Nov. 10, 1852. Arrived March 11, 1853.

Ship Whirlwind, Captain W. H. Burgess, sailed from Boston for San Francisco, Nov. 10, 1852. Arrived there March 11, 1853.

Ship Meteor, Captain Pike, sailed from Boston for San Francisco, Nov. 17, 1852, 10 passengers. Arrived March 10, 1853.

Ship Tam O'Shanter, Captain Soule, sailed from Boston for San Francisco, Nov. 15, 1852, 11 passengers. Arrived at San Francisco, March 25, 1853. On her return trip she was abandoned at sea, Dec. 28, 1853.

Ship Telegraph, Captain G. W. Pousland, sailed from Boston for San Francisco, Nov. 15, 1852, 23 passengers. Arrived March 10, 1853.

Ship Golden Eagle, Captain S. A. Fabens, sailed from Boston for San Francisco, Nov. 27, 1852. Arrived May 9, 1853.

Ship Fleetwood, Captain F. Dole, sailed from Boston for San Francisco, Dec. 2, 1852. Arrived April 11, 1853.

Ship Golden West, Captain S. K. Curwin, sailed from Boston for San Francisco, Dec. 13, 1852, 18 passengers. Arrived April 16, 1853.

Schooner Dancing Feather, Captain S. Hall, sailed from Boston for San Francisco, Dec. 12, 1852. Arrived May 25, 1853.

Ship Flying Childers, Captain J. D. White, sailed from Boston for San Francisco, Dec. 20, 1852. Arrived April 10, 1853.

Ship Peerless, Captain C. G. Bascom, sailed from Boston for San Francisco, Dec. 21, 1852. Arrived July 16, 1853.

Ship Phantom, Captain A. H. Hallett, sailed from Boston for San Francisco, Jan. 6, 1853. Arrived April 20, 1853.

Ship Masconomo, Captain A. B. Cobb, sailed from Boston for San Francisco, Jan. 5, 1853. Arrived June 11, 1853.

Ship Esther May, Captain Howes, sailed from Boston for San Francisco, Jan. 6, 1853. Arrived June 1, 1853.

Ship Lucknow, Captain D. Plummer, sailed from Boston for San Francisco, Jan. 15, 1853. Arrived June 4, 1853.

Ship Flying Arrow, Captain C. T. Treadwell, sailed from Boston for San Francisco, Jan. 20, 1853. The 24th of January she was entirely dismantled; after drifting about for 22 days was towed into St. Thomas, Feb. 16. Refitted and returned to New York Aug. 4th for a crew, being unable to ship one at St. Thomas. Several of her crew and passengers died at St. Thomas. Sailed from New York for San Francisco, Aug. 10, 1853 (Captain Clark). Arrived at San Francisco, Dec. 31, 1853.

Ship Queen of the Pacific, Captain W. Reed, sailed from Boston for San Francisco, Jan. 26, 1853. Arrived Aug. 9, 1853.

Ship Carrier Pigeon, Captain A. Doane, sailed from Boston for San Francisco, Jan. 28, 1853. She was lost June 9, 1853, about 30 miles south of San Francisco. Crew and part of her cargo saved.

Ship Golden Racer, Captain B. M. Melcher, sailed from Boston for San Francisco, Jan. 30, 1853. Arrived June 9, 1853.

Ship Mystery, Captain P. Peterson, sailed from Boston for San Francisco, Feb. 6, 1853. Arrived June 25, 1853.

Ship Golden Light, Captain C. F. Winsor, sailed from Boston for San Francisco, Feb. 12, 1853. Feb. 22d, at night, she was struck by lightning and set on fire. The officers, crew and 35 passengers left the ship in five boats on the night of the 23d. After being in the boats five days, three of them containing 20 persons, were all fell in with by the British *Ship Strand* from Calcutta, and arrived at Boston, March 20. One boat with 7 men arrived at Antigua, March 5, 1853.

Ship Flying Eagle, Captain W. Parker, sailed from Boston for San Francisco, Feb. 22, 1853. Put into Rio Janeiro in distress April 10th. Sailed May 5th. Arrived at San Francisco, Aug. 10, 1853.

Ship Robert Harding, Captain Harding, sailed from Boston for San Francisco, Feb. 22, 1853. Arrived Aug. 6, 1853.

Ship Radiant, Captain Allen H. Bearse, sailed from Boston for San Francisco, March 6, 1853. Arrived July 14, 1853.

Ship Contest, Captain Brewster, sailed from San Francisco, March 10, 1853. Arrived at New York, May 31, 1853, in 81 days. She completed the voyage to California and back in just six and one-half months.

Ship Storm King, Captain J. Collier, sailed from Boston for San Francisco, March 13, 1853, 21 passengers. Arrived July 28, 1853.

Ship Brutus, Captain Meacom, sailed from Boston for San Francisco, March 14, 1853. Arrived at San Francisco, Aug. 7, 1853.

Ship Venice, Captain Flagg, sailed from Boston for San Francisco, March 13, 1853. Arrived Oct. 20, 1853.

Ship Climax ("New rig"), Captain Frederic Howes, the inventor of the Howes rig, sailed from Boston for San Francisco, March 28, 1853. Arrived at San Francisco, July 21, 1853.

Ship Competitor, Captain M. Howes, Jr., sailed from Boston for San Francisco, March 27, 1853. Arrived July 20, 1853.

Ship Uncle Toby, of New Haven, Captain E. C. Soule, sailed from Boston for San Francisco, April 19, 1853. Arrived Aug. 31, 1853.

Ship John Land, Captain P. Howes, sailed from Boston for San Francisco, April 22, 1853. Arrived Aug. 26, 1853.

Ship Cleopatra, Captain S. W. Shreve, sailed from Boston for San Francisco, April 23, 1853. Arrived Sept. 1, 1853.

Ship Samuel Gates, sailed from Boston April 7, 1853. Arrived at San Francisco, Sept. 25, 1853.

Ship West Wind, Captain G. W. Elliott, sailed from Boston for San Francisco, May 14, 1853. Arrived Sept. 26, 1853.

Ship Belle of the West, Captain W. F. Howes, sailed from Boston for San Francisco, May 20, 1853. Arrived Sept. 29, 1853.

Ship White Swallow, Captain F. W. Lovett, sailed from Boston for San Francisco May 27, 1853. Arrived Oct. 24, 1853. Captain Lovett died on the return voyage, Aug. 3, 1854, of Cholera, after an illness of fifteen hours.

Ship Western Star, Captain Thayer, sailed from Boston for San Francisco, May 27, 1853. Arrived Nov. 11, 1853.

Ship Sunbeam, Captain Soule, sailed from Boston for San Francisco, June 16, 1853. Arrived Nov. 27, 1853.

Ship Bonita, Captain C. F. Winsor, sailed from Boston for San Francisco, June 21, 1853. Arrived Nov. 9, 1853.

Ship Wild Ranger, Captain J. H. Sears, sailed from Boston for San Francisco, June 21, 1853. Arrived Oct. 25, 1853.

Ship Whistler, Captain C. H. Brown, sailed from Boston for San Francisco, July 16, 1853. Arrived Nov. 24, 1853.

Ship Flying Dragon, Captain J. P. Baker, sailed from Boston for San Francisco, July 21, 1853. Arrived Dec. 16, 1853. Captain Baker died of dropsy at sea, Nov. 24, 1853.

Ship Water Witch, Captain W. Plummer, sailed from Boston for San Francisco, July 30, 1853. Arrived March 16, 1854.

Ship Northern Light, Captain Hatch, sailed from Boston for San Francisco, Aug. 14, 1853. Arrived Dec. 16, 1853. Sailed for Boston, Jan. 7, 1854. Arrived at Boston, April 7, 1854, in 91 days passage.

Ship Witch of the Wave, Captain L. F. Miller, sailed from Boston for San Francisco, Aug. 16, 1853. Arrived Dec. 11, 1853.

Ship Fearless, Captain N. Manson, sailed from Boston for San Francisco, Aug. 30, 1853. Arrived Dec. 22, 1853.

Ship Matchless, Captain S. Potter, sailed from Boston for San Francisco, Sept. 6, 1853; met with disaster and returned to Boston, Sept. 17th, and sailed again Oct. 21, 1853. Arrived at San Francisco Feb. 8, 1854.

Ship Ocean Pearl, Captain W. Sears (Captain Winthrop Sears, of Yarmouth), sailed from Boston for San Francisco, Sept. 12, 1853. Arrived Jan. 28, 1854. She arrived at Boston from Calcutta, Sept. 24, 1854.

Ship Winged Arrow, Captain Bearse, sailed from Boston for San Francisco, Sept. 11, 1853. Arrived Jan. 15, 1854.

Ship Flying Fish, Captain Nickels, sailed from Boston for San Francisco, Sept. 19, 1853. Arrived Jan. 11, 1854.

Ship Kingfisher, Captain T. Crosby, sailed from Boston for San Francisco, Oct. 3, 1853. Arrived Jan. 25, 1854.

Ship Morning Light, Captain E. D. Knight, sailed from Boston for San Francisco, Oct. 3, 1853, 8 passengers (ladies). Arrived Feb. 11, 1854.

Ship Ringleader, Captain R. Matthews, sailed from Boston for San Francisco, Oct. 21, 1853. Arrived Feb. 8, 1854.

Ship Spit-Fire, Captain J. W. Arey, sailed from Boston for San Francisco, Oct. 23, 1853, 15 passengers, 13 of them ladies. Arrived Feb. 20, 1854.

Ship Cyclone, Captain N. Ingersoll, Jr., sailed from Boston for San Francisco, Nov. 2, 1853. Arrived Feb. 24, 1854.

Ship Don Quixote, Captain W. Nott, sailed from Boston for San Francisco, Nov. 22, 1853. Arrived March 28, 1854.

Ship Aurora, of Salem, Captain W. Brown, Jr., sailed from Boston for San Francisco, Dec. 3, 1853 (11 passengers). Arrived April 10, 1854.

Ship Telegraph, Captain Harlow, sailed from Boston for San Francisco, Dec. 1, 1853 (17 passengers). Arrived April 16, 1854.

Ship Romance of the Sea, Captain P. Dumeresq, sailed from Boston for San Francisco, Dec. 16, 1853. Arrived March 23, 1854.

Ship Eagle Wing, Captain E. H. Linnell, sailed from Boston for San Francisco, Dec. 20, 1853. Arrived at San Francisco April 5, 1854.

Ship Herald of the Morning, Captain O. Baker, Jr., sailed from Boston for San Francisco, Jan. 21, 1854. Arrived May 7, 1854.

Ship Winged Racer, Captain F. Gorham (Captain Francis Gorham, of Barnstable, Mass.), sailed from Boston for San Francisco, Jan. 25, 1854. Arrived May 23, 1854.

Ship Coeur de Leon, Captain G. W. Tucker, sailed from Boston for San Francisco, Feb. 4, 1854. Arrived June 28, 1854.

Ship Challenger, Captain T. Hill, sailed from Boston for San Francisco, Feb. 17, 1854. Arrived June 9, 1854.

Ship Townsend, Captain Wooderson, sailed from Boston for San Francisco, Feb. 22, 1854. Reached Cape Horn in 62 days. Was off Cape Horn in violent gales, May 15, 1854. When 80 days out took on fire in the lower hold and was totally destroyed. The officers and crew of 24 men left her in boats about six hundred miles from land; only one of the boats with 12 men succeeded in reaching Juan Fernandez; the others were capsized and lost. "*Advertiser*, Aug. 16, 1854."

Ship Meteor, Captain Pike, sailed from Boston for San Francisco, Feb. 22, 1854. Arrived June 25, 1854.

Ship Fleet Wing, Captain L. Howes, sailed from Boston for San Francisco, March 11, 1854. Arrived July 11, 1854.

Ship Starlight, Captain Chase, sailed from Boston for San Francisco, March 16, 1854. Arrived July 11, 1854.

Ship Viking, Captain T. Winsor, Jr., sailed from Boston for San Francisco, March 17, 1854. Arrived July 11, 1854.

Ship Galatea, Captain H. Barber, sailed from Boston for San Francisco, April 21, 1854. Arrived Sept. 27, 1854.

Ship Starr King, Captain G. H. Turner, sailed from Boston for San Francisco, April 19, 1854. Arrived Aug. 16, 1854.

Ship Robin Hood, Captain R. Bearse, sailed from Boston for San Francisco, May 6, 1854. Arrived Sept. 10, 1854.

Ship Northern Light, Captain Hatch, sailed from Boston for San Francisco, May 13, 1854. Arrived Sept. 15, 1854.

Ship Mary Robinson, of New Bedford, Captain F. Crocker, sailed from Boston for San Francisco, May 25, 1854. Arrived Oct. 12, 1854.

Ship Bonita, Captain L. G. Hollis, sailed from Boston for San Francisco, May 25, 1854. Arrived Sept. 26, 1854.

Ship Grace Darling, Captain S. W. Doane, sailed from Boston for San Francisco, June 17, 1854. Arrived Nov. 1, 1854.

Ship Midnight, Captain J. B. Hatch, sailed from Boston for San Francisco, June 30, 1854. Arrived Oct. 25, 1854.

Ship Fearless, Captain Manson, sailed from Boston for San Francisco, July 18, 1854. Arrived Nov. 19, 1854.

Ship Redgauntlet, Captain T. Andrews, sailed from Boston for San Francisco, Aug. 12, 1854. Arrived Dec. 9, 1854.

Ship Osborn Howes, Captain N. D. Kelly, sailed from Boston for San Francisco, Aug. 23, 1854. Arrived Jan. 21, 1855.

Ship Juliet, Captain W. B. Cobb, sailed from Boston for San Francisco, Sept. 11, 1854. Arrived Feb. 25, 1855.

Barque Jane A. Falkenburg, of New Bedford, Captain C. A. Falkenburg, sailed from Boston for San Francisco, Sept. 6, 1854. Arrived Jan. 4, 1855.

Ship Flying Fish, Captain Nichols, sailed from Boston for San Francisco, Sept. 20, 1854 (Glidden & Williams Line). Arrived at San Francisco, Jan. 10, 1855.

Ship Winged Arrow, Captain Bearse, sailed from Boston for San Francisco, Oct. 15, 1854. Arrived Feb. 8, 1855.

Ship Saracen, Captain J. Barry, sailed from Boston for San Francisco, Nov. 17, 1854. Arrived April 12, 1855.

Ship Hamlet, Captain Cheever, sailed from Manila for Boston, March 11, 1856.

Ship Vitula, Captain Leach, sailed from Manila for Boston, March 23, 1856.

Ship Reindeer, Captain Bunker, sailed from Boston for San Francisco, Nov. 29, 1854. Arrived April 13, 1855.

Ship Spitfire, Captain Arey, sailed from Boston for San Francisco, Nov. 30, 1854. Arrived March 28, 1855.

Ship Don Quixote, Captain Nott, sailed from Boston for San Francisco, Dec. 12, 1854. Arrived March 29, 1855.

Ship Charmer, Captain T. S. Lucas, sailed from Boston for San Francisco, Dec. 15, 1854. Arrived April 12, 1855.

Ship Westward Ho, Captain Hussey, sailed from Boston for San Francisco, Jan. 12, 1855. Arrived April 24, 1855.

Ship Syren, Captain Allen, sailed from Boston for San Francisco, Jan. 23, 1855. Arrived June 4, 1855.

Ship Kingfisher, Captain Thomas Crosby, sailed from Boston for San Francisco, Jan. 27, 1855. Arrived May 30, 1855.

Ship Winged Racer, Captain F. Gorham, sailed from Boston for San Francisco, Feb. 3, 1855. Arrived June 3, 1855.

Ship Dashing Wave, Captain Fish, sailed from Boston for San Francisco, Feb. 18, 1855. Arrived June 19, 1855.

Ship Keystone, Captain William McFarland, sailed from Boston for San Francisco, Feb. 23, 1855. Met with disaster and put into St. Thomas; from there back to New York. Arrived at San Francisco, Dec. 11, 1855.

Ship Polynesia, Captain Horace H. Watson, Jr., sailed from Boston for San Francisco, March 6, 1855. Arrived July 16, 1855.

Ship Ellen Foster, Captain Scudder, sailed from Boston for San Francisco, March 8, 1855. Arrived Aug. 2, 1855.

Ship Queen of the Seas, Captain Tay, sailed from Boston for San Francisco, March 18, 1855. Arrived Aug. 2, 1855.

Ship War Hawk, Captain Lemuel B. Simmons, sailed from Boston for San Francisco, March 27, 1855. Arrived Aug. 2, 1855.

Ship Starlight, Captain Chase, sailed from Boston for San Francisco, April 7, 1855. Arrived Aug. 30, 1855.

Ship Coringa, Captain Joseph H. Hallett, sailed from Boston for San Francisco, April 4, 1855. Arrived Aug. 30, 1855.

Ship Kit Carson, of Dennis, Captain Seth Crowell, sailed from Boston for San Francisco, April 24, 1855. Arrived Aug. 30, 1855.

Ship Meteor, Captain Pike, sailed from Boston for San Francisco, May 12, 1855. Arrived Aug. 30, 1855.

Ship Competitor, Captain O. White, sailed from Boston for San Francisco, May 28, 1855. Arrived Oct. 15, 1855.

Ship Challenger, Captain W. H. Burgess, sailed from Boston for San Francisco, June 2, 1855. Arrived Oct. 14, 1855.

Ship Viking, Captain T. Winsor, sailed from Boston for San Francisco, June 16, 1855. Arrived Oct. 17, 1855.

Ship Fearless, Captain Manson, sailed from Boston for San Francisco, June 23, 1855. Arrived Oct. 18, 1855.

Ship West Wind, Captain Elliot, sailed from Boston for San Francisco, July 11, 1855. Arrived Nov. 22, 1855.

Ship Grace Darling, Captain Doane, sailed from Boston for San Francisco, July 25, 1855. Arrived Dec. 1, 1855.

Ship Wild Rover, Captain Taylor, sailed from Boston for San Francisco, Aug. 7, 1855. Arrived Dec. 21, 1855.

Ship Matchless, Captain Potter, sailed from Boston for San Francisco, Aug. 9, 1855. Arrived Dec. 19, 1855.

Ship Samuel Appleton, Captain William Deshon, sailed from Boston for San Francisco, Aug. 18, 1855. Arrived Jan. 9, 1856.

Ship Winged Arrow, Captain Bearse, sailed from Boston for San Francisco, Aug. 30, 1855. Arrived Jan. 4, 1856.

Ship Defender, Captain Isaac Beauchamp, sailed from Boston for San Francisco, Sept. 1, 1855. Arrived Jan. 14, 1856.

Ship Flying Fish, Captain G. W. Adams, sailed from Boston for San Francisco, Sept. 12, 1855. Arrived Dec. 27, 1855.

Ship Mameluke, Captain E. Whitney, sailed from Boston for San Francisco, Oct. 3, 1855. Arrived Feb. 19, 1856.

Ship Wild Ranger, Captain Sears, sailed from Boston for San Francisco, Oct. 3, 1855. Arrived Feb. 15, 1856.

Ship Sancho Panza, Captain J. D. Hildreth, sailed from Boston for San Francisco, Oct. 14, 1855. Arrived March 8, 1856.

Ship Noonday, Captain W. B. Gerry, sailed from Boston for San Francisco, Oct. 17, 1855. Arrived March 4, 1856.

Ship Electric Spark, Captain T. Howes, sailed from Boston for San Francisco, Dec. 24, 1855. Arrived April 9, 1856.





